SHARMA): (a) As on 1.1.1995, 962 retail outlet dealerships were functioning in Karnataka.

(b) and (c) 17 retail outlet dealerships have been included in the retail outlet Marketing Plan 1993—96 for Karnataka.

En-hanced Oil and Gas Exploration Programme

6251. SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE: SHRI RAJUBHAI A. PARMAR:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Government have decided to undertake a Rupees 6 crore En-hanced Oil and Gas Exploration Programme for the remaining period of the Eight Five Year Plan; and

(b) if so, what are the details of the Programme, including the State-wise and area-wise location for exploration?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AMD NATURAL GAS (CAPT. SATISH SHARMA): (a) and (b) Government have approved an Acclerated Exploration Programme to be implemented during 1994—97 at an estimated cost of Rs. 6500 Crores. Its major components are:—

(i) Exploration in the deep water areas.

(ii) National seismic programme.

(iii) Exploration in frontier areas.

(iv) Acquisition of acreages abroad.

The major areas identified for exploration include Upper-Assam and Arakan fold belt in Assam and Nagatand, Cambay Basin in Gujarat, Cauvery Basin in Tamil Nadu and Krishna Godavari Basin in Andhra Pradesh etc.

Safety Measures at Cochin Refinery

6252. SHRI V. GOPALSAMY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) how many LPG bulk tankers carrying LPG from Cochin Refinery, overturned onway to their destinations in the recent past;

(b) what are the details of each incident, stating the name of the agency carrying the LPG, loss occurred to the Indian Oil Corporation, the arrests made-

(c) whether the agency involved in transporting LPGs was blacklisted; if so, the details in each case and the reasons for not blacklisting the agency concerned;

(d) whether any action has been initiated against the concerned officials of Indian Oil Corporation for their failure to maintain safety measures in this regard;

(e) whether any enquirty has been ordered; if so, when and the authority conducting the enquiry and the state at which it is pending;

(f) how many fire incidents took place at Cochin Refinery during the last three years; giving details of each case; and

(g) whether Governmen/lndian Oil Corporation palled up the top management for their failure to maintain safety measures with regard to their petroleum products, its transportation and distribution and what steps are being taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH SHARMA): (a) and (b) In the recent past (during March-April, 1995), four trucks carrying LPG from CRL were involved in accidents at various locations. The details of the agencies carrying LPG, loss incurred by Indian Oil Corporation Limited are as under:

	Truck No. date of accident	Name agency details of incident	Loss incurred/ Action taken
(i)	KL9-3973 9-3-1995	M/s. CPS Bulk Carriers. while negotiating the curve, the driver lost control over vehicle and bullet truck over turned. Loss of 3.08 MT of product occurred.	Loss has been recovered from the contractor. No loss to Indian Oil Corporation Limited.
(ii)	KL7-C578 22-3-1995	M/s. Karthik Roadlines. The truck was hit by another vehicle while it was parked near checkpost near Hosur. No. loss of product occurred.	No loss to Indian Oil Corporation Limited.
(iii)	TSE-8737 14-3-1995	M/s. KMS Transport. While repairing the vehicle between Trichur and Palghat, the vehicle rolled down the road. No loss of product.	No loss to Indian Oil Corporation Limited.
(iv)	TSB-8377 12-4-1995	M/s. RMS Tranport. While negotiating a curve at high speed to enter NH-47 at Edapalli, the truck skidded, Loss of 3.4 MTs of product occurred.	Loss has been recovered from the contractor. No loss to Indian Oil Corporation Limited.

Trucks at SI. Nos. (i),.(iii) and (iv) are under suspension for three months. The driver of the vehicles at SI. No. (iv) has been arrested on the charge of negligent driving. No arrest has been made in rest of the cases. As regards SI. No. (ii), there was no fault of the driver.

(c) No agency has been blacklisted as all accidents occurred due to fault of the drivers or due to the fault of other vehicles.

(d) No, Sir. There was no failure on the part of Indian Oil Corporation Limited officials.

(e) Investigations were made as per the system adopted by Indian Oil Corporation Limited for conducting investigation, into such accidents, the causes of the accident were analysed and corrective action proposed.

(f) It has been reported that four incidents of fire took place during the last three years. Details are given in the statement annexed, (see below).

(g) All the transporters operating in the field of petroleum proudcts are required to obtain necessary approvals from Chief Controller of Explosives etc. Trucks are provided with shrouds as required by Explosives Department to avoid damage to safety release valves. All the drivers of TTs are periodically exposed to training courses in safety. An emergency response plan for rescure operations is also in operation.

Since in all the above cases, the cause was negligent driving of the drivers and human failure and were not caused because of any failure to maintain safety measures by Indian Oil Corporation Limited, action against top management of Indian Oil Corporation Limited was not warranted as there was no failure on their part.

Statement

1. *Details of fire incidents occurred at Cochin Refinery Limited during the last three years.*

22.9.1993—Fire at Laboratory

(i) While burning vacuum residue sample in fumehood the FRP fumehood caught fire.

The causes of the incident reported are that the hydrocarbons got accumulated inside fumehood and due to accumulation of carbonaceous matter between the layer of suction of ' fumehood over a period of lime, the gaseous mixture which caught fire might have carried the flame to the top and since the fumehood material also was of the FRP, it also caught fire in due course.

(ii) *23.9.1993-Fire at POL Wagon Loading Gantry*

While filling POL wagons, the wagons caught fire.

The cause reported is slippage of HSD while wagon filling was in progress. The filling hose came out.

(iii) *30.11.1993—Fire at wagon loading gantry.*

While filling POL wagon, the wagons caught fire. The source of ignition is reported to be static electricity.

(iv) *26.5.1994—Fire in the Reformer Units.*

The cuase of the fire has been reported as leakage of hydrocarbons as a result of coming out of the bleeder assembly which was left fitted inadvertantly at the shell outlet coupling of an exchanger. The hydrocarbon got ignited from the nearly that surface of the heat exchanger.

2. The Cochin Refinery Limited has taken necessary corrective action in order to avoid recurrence of such incidents.

Revamping the Public Sector Oil Industry

6253. MISS SAROJ KHAPARDE: Will trie Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether Government propose to,, revamp the project planning and implementation system in the public sector Oil Industry;

(b) if so, the details thereof and;

(c) if not, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH SHARMA): (a) to (c) The Oil companies have well established capabilities, systems and procedures for project planning and implementation. Yet it had been noticed that there were time and cost over-runs in projects. Hence, all the public sector oil companies have been asked to further strengthen their organisations and streamline the systems and procedures with a view to eliminating time and cost over-runs. The Govt, nominees on the Board of the PSUs have also been instructured to keep a close watch on the implementation of porjects.

LPG Dealership in Karnataka

6254. SHRI K. RAHMAN KHAN Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) what is the total number of LPG dealers in Karnataka, district-wise;

(b) how many new dealership were given in the State during the last three years;

(c) how many of them were given through to the Oil Selction Board and from the discretionary Quota and the names of persons in whose favour discretionary allotment was made; and